

C.E. Lucas, Jerusalem, Ohio: "I have a 1970 Massey Ferguson 175 tractor with power steering that had a constant shimmy when driving on the highway. It shook so bad when going between farms it was almost embarrassing. One day I was looking at a 4-WD truck and noticed the shimmy shocks they use on them to stabilize the front wheels and steering system. I figured maybe the idea would work on a tractor, too. I bought one at a local auto parts store. Essentially, it's a 14 to 15 in. long shock absorber, with a clamp attached to either end and is designed to mount horizontally. I just clamped one end to a tie rod on the left side of the tractor and the other end to 'axle standard' where the left wheel mounts (the piece that drops down from the axle to the wheel hub). It worked great. The shock takes up the play in the steering system and smooths it out. There's no shimmying on the highway at all anymore. I'm sure this idea would work on other tractors. Some tractors even shimmy when they're new. I don't think it matters too much where you mount the shock as long as it's tied into the steering system somehow. You could mount the shock on either side of the tractor. I didn't do any cutting or welding. It just bolted into place. Cost of the shock was only about \$15."

**Rudolph Reinbold, Saginaw, Mich.:** "Here's an idea that saves us a lot of headaches. We use the same battery in our snowmobile that we use in our lawn tractor. That way we're using the same battery all year long rather than letting it sit idle 6 months a year. We've done this for years."

**Robert A. Scott, Avoca, Iowa:** "My 1660 Case-IH combine had a problem throwing corn over the back of the sieves, no matter what combination of settings I would use. Neither my dealer nor myself could solve the problem until I obtained a copy of a booklet called 'Understanding Your Combine' published by Harvest Services Corp. (sells for \$3.00 - ph 306 734-2601). It suggested removing the front five rows of louvers from the bottom sieve, which allows more air to flow through at a steadier rate. After making the modification, you wouldn't think this is the same machine. I had absolutely no problems with the heavy crop we had in this area in the fall of 1992."

"I hope this idea will help someone else so they won't have to go through three years of grief like I did. Now I see in their advertising that Case-IH is selling a new fan system for their machines but they still won't admit they had a problem in the past."

**Bill & Doug Stuckey, Archbold, Ohio:** "To reduce wear and tear on drive chains on



our 52-ft. Glencoe Little Giant elevator, we added a hydraulic drive to the upper end of the elevator. Originally, it was hydraulic-driven from the bottom. We ran hydraulic pipe up the side of the elevator to the drive so now there's just a short chain driving the elevator. We also added a hydraulic winch at the bottom. We then installed a diverter valve so when we want to raise or lower the elevator, we just move the lever on the valve to divert oil to the winch.

"These changes reduced maintenance and made the elevator easy to use for handling grain, ear corn, and bales of hay and straw."

**Heather Thomas, Salmon, Idaho:** "On several occasions we've been faced with frozen pipes or drain lines during cold weather. One winter the drain pipe out of our kitchen sink and washing machine froze up and we couldn't thaw it with a welder since the pipe was plastic. My husband Lynn figured out a way to get it working again. He uncovered the outside end of the line, hooked a garden hose to the exhaust pipe of our pickup, and ran the hose up the drain line to the frozen section. The heat from the exhaust thawed the ice and he kept moving the hose periodically farther back up the line as the ice melted until the entire ice blockage was thawed. We've since used the idea on other frozen lines. It takes only a few minutes if the blockage is small or several hours if most of the line is frozen."

**Bayard E. Young, Elkwood, Va.:** "I've found that wide mouth plastic peanut butter jars are one of the handiest 'tools' in my farm shop. You can see what's inside yet they won't break like glass jars. Right now I'm in the process of rebuilding a 313 Deere cornhead and I put all the bolts, nuts, and special small parts into the plastic jars. The only problem with the idea is that it can be quite a job to clean all the peanut butter out of the jars."

**Jim Walker, Leonard, Minn.:** "The long no. 60 drive chain on my 1980 New Holland 846 round baler caused me problems by whipping around hard enough to tear up the wood support blocks that were supposed to keep it running smooth. I solved the problem by adding two idler sprockets in place of the wood blocks. They take the side whip out of the chain."

## Free Parts Catalog

A toll-free phone call will get you a free 1994 tractor parts catalog from CT (Central Tractor) Farm & Family, "the number one replacement tractor parts company in the U.S.," according to Dan Cunningham, vice president.

The catalog offers replacement tractor parts for most U.S.-made tractors built from 1930 to 1980, including Allis Chalmers, Case, David Brown, Deere, Ford, International, Massey Ferguson, Ferguson, Massey Harris, Minneapolis Moline, Oliver and White. "CT is also a member of a parts locator network with access to the entire market. If we don't have the part you need, chances are we'll be able to find it through our computer-

ized locator network," says Cunningham.

Also featured in the new catalog are tractor manuals, collector's books, hydraulic accessories, livestock and health products, pickup truck accessories, fencing supplies and welding equipment.

"We offer new, rebuilt and used replacement parts at substantial savings over dealer parts prices. Our tractor parts are backed by a 90 day warranty. We're usually able to ship orders the same or next day," says Cunningham. "We accept Master Card, Visa and Discover."

For a free 1994 CT parts catalog, call this toll-free number: 1 800 247-7508.

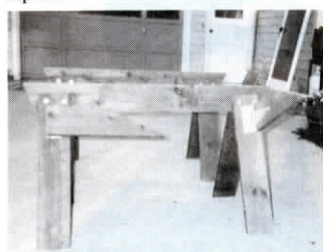
# Money-Saving Repairs & Maintenance Shortcuts

*Have you come up with any unusual money saving repair methods for fixing farm equipment? What maintenance shortcuts have you found? Have you had any equipment recalled by the factory? Name a particularly tough mechanical problem you've had with a piece of farm equipment and how you solved it.*

*These are a few of the questions we asked randomly selected FARM SHOW readers. If you have a repair tip, maintenance shortcut, or other mechanical experience you'd like to share, send details to: FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044.*

"I also came up with a way to cut oiling intervals in half on the 846 baler yet do a better job of keeping all the chain well-lubed. Here's what I do: Mix the cheapest motor oil you can find half and half with the best chainsaw chain oil you can find. Chainsaw chain oil has an additive that makes it sticky so it won't run off the chain. I have baled as many as 60 bales between oilings and, after removing a repair link to inspect, found plenty of oil on the rollers to keep them lubed. I apply the mixture with a 1-gal. hand sprayer. Just cut the spray tip off the wand and pump up the tank. Much safer and more economical than just pouring it on out of a can."

"Another idea I had was welding worn-out plow lays onto the bottom of skid shoes on mowers, haybines, and combine headers. They take the wear instead of the shoe. I weld one end, then heat the lay with a torch until it conforms to the bottom of the shoe. Then I 'skip' weld it in place so it's easy to replace."



**Earl Rahn, Beaver Dam, Wis.:** "I've found these fold-out extension arms, mounted on one of my wood sawhorses, to be a big help, especially when sawing 4 by 8-ft. sheets of plywood. There's a fold-out arm at each end of the sawhorse, mounted on a heavy hinge. The upper end of the arm is cut at an angle. When needed, you just fold them out and they act like a third sawhorse. When you're done, they fold flat, out of the way, so you can still stack the horses normally for storage."

**Mark Haas, Des Moines, Iowa:** "I found a new tool that makes it easy to remove damaged screws. It's a screwdriver with specially hardened and sharpened

chisel-like tips. You set the tip of the screwdriver into the damaged slot, tap the handle with a hammer, and the tip recuts the slot, allowing you to back out the damaged screw. Works on both Phillips-head or slotted screws. (Brookstone Tools, Peterborough, New Hampshire ph toll-free 800 926-7000.)"



**Roland Schild, Greene County, Ill.:** Schild came up with a nifty way to get lots of light wherever he needs it in his shop by converting an old fluorescent-lighted sign (the type you might see at a gas station) into a big lighting fixture that mounts above his swinging boom. He simply removed the sides of the sign and then mounted the frame horizontally - with the bulbs exposed - on steel legs a couple feet above the boom. Schild says the nice thing about the light is that it's always in place ready to use, inside or outside the building.

**Harold Ross, West Union, Ohio:** When Harold couldn't find parts he needed to restore his antique Deere tractor, he started making his own replacements from scratch. Soon, other tractor enthusiasts were asking him to make parts for them and he launched a sideline business making hundreds of parts for older Deeres. Parts include: battery holddowns, battery covers, tool boxes, battery side doors (L,LA,LI,D,A,G, and other models); hood bolts (A,B,G,H); large pan head screws (L,LA,LI); seat tail nuts

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